

Maryland Historical Trust

Maryland Inventory of Historic Properties number: WA-II-017

Name: Deer's Backbone Bridge

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>X</u>	Eligibility Not Recommended _____
Criteria: <u> </u> A <u> </u> B <u>X</u> C <u> </u> D Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None	
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. WA-II-017

Name and SHA No. Devil's Backbone Bridge (21039)

Location:

Street/Road name and number [facility carried] MD 68 over Beaver Creek

City/town Boonsboro Vicinity X

County Washington

This bridge projects over: Road ☐ Railway ☐ Water X Land ☐

Ownership: State X County ☐ Municipal ☐ Other ☐

Is bridge located within a designated historic district? Yes ☐ No X

National Register-listed district ☐ National Register eligible district ☐

Locally-designated district ☐ Other ☐

Name of District ☐

Bridge Type:

Timber Bridge ☐:

Beam Bridge ☐ Truss-Covered ☐ Trestle ☐ Timber-And Concrete ☐

Stone Arch X

Metal Truss Bridge ☐

Movable Bridge ☐:

Swing ☐ Bascule Single Leaf ☐ Bascule Multiple Leaf ☐

Vertical Lift ☐ Retractable ☐ Pontoon ☐

Metal Girder ☐:

Rolled Girder ☐ Rolled Girder Concrete Encased ☐

Plate Girder ☐ Plate Girder Concrete Encased ☐

Metal Suspension ☐

Metal Arch ☐

Metal Cantilever ☐

Concrete ☐:

Concrete Arch ☐ Concrete Slab ☐ Concrete Beam ☐ Rigid Frame ☐

Other ☐ Type Name ☐

Description:**Describe Setting:**

This bridge carries Maryland Route 68 over Beaver Creek in a predominantly rural setting approximately 3 miles north of Keedysville. The bridge lies at the mouth of Beaver Creek at its intersection with Little Antietam Creek. Little Antietam Creek runs parallel to the south side of MD 68. North of MD 68, on the west bank of Beaver Creek, the land rises sharply. The west bank of the creek is relatively flat.

Describe Superstructure and Substructure:

(Discuss points identified in Context Addendum, Section C)

This structure is a single span stone arch bridge constructed of coursed limestone. The span has been severely modified by repairs. Both west wingwalls and the southeast wingwall have been reinforced with 2 foot thick concrete walls. The northeast wingwall has been strengthened by the addition of a large steel I beam. Several stones are missing from the south elevation arch, and severe scouring has been repaired by the addition of grout bags.

This bridge has a sufficiency rating of: 48.6

Discuss major alterations:

The grout bags were placed at the abutments in February of 1996 due to flooding damage. The wingwall alterations noted above were not yet performed in 1975, when, according to MHT records, the bridge was in excellent condition.

History:

When Built: ca. 1824

Why Built: Unknown

Who Built: Jabez Kenney

Who Designed: Unknown

Why Altered: due to deterioration and safety concerns

Was this bridge built as part of an organized bridge building campaign: no

Surveyor Analysis:

This bridge may have NR significance for association with:

☒ A Events ☐ B Person
☒ C Engineering/Architectural Character

Was bridge constructed in response to significant events in Maryland or local history?

Bridge No. 21039 is significant as an early span on Lappans Road (MD 68) between Williamsport and Boonsboro, where it connected with the National Road (Old U.S. 40).

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

The bridge helped provide a transportation link which was important to local and regional growth during the nineteenth century. This bridge is near the site of Booth's Mill, which was on the west bank of the Antietam, and was served by this bridge.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic and visual character of the possible district?

The area surrounding the bridge has no potential for designation as a historic district.

Is the bridge a significant example of its type?

The bridge is a significant example of an early 19th century stone masonry arch bridge, however, its integrity is severely compromised.

Does the bridge retain integrity of important elements described in Context Addendum?

No. Major alterations and repairs have significantly impaired the integrity of materials, design, and workmanship of this structure.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?

Unknown.

Should this bridge be given further study before significance analysis is made and why?

No further evaluation is necessary to complete the National Register evaluation of this bridge.

Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.

Provide a photocopy of USGS map illustrating the location of the bridge.

Surveyor:

Name:

David C. Berg

Date: 08/26/97

Organization:

Greenhorne & O'Mara

Address:

9001 Edmonston Road

Telephone: (410) 982-2800

Greenbelt, MD 20770

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Beaver Creek Bridge on Route 68

AND/OR COMMON

Devil's Backbone Bridge

2 LOCATION

STREET & NUMBER

Route 68 at Mouth of Beaver Creek

— NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Northwest of Boonsboro

— VICINITY OF

STATE

CODE

COUNTY

CODE

Maryland

Washington

3 CLASSIFICATION**CATEGORY**

— DISTRICT

— BUILDING(S)

☒ STRUCTURE

— SITE

— OBJECT

OWNERSHIP☒ PUBLIC

— PRIVATE

— BOTH

PUBLIC ACQUISITION

— IN PROCESS

— BEING CONSIDERED

STATUS

— OCCUPIED

— UNOCCUPIED

— WORK IN PROGRESS

ACCESSIBLE

— YES: RESTRICTED

☒ YES: UNRESTRICTED

— NO

PRESENT USE

— AGRICULTURE

— MUSEUM

— COMMERCIAL

— PARK

— EDUCATIONAL

— PRIVATE RESIDENCE

— ENTERTAINMENT

— RELIGIOUS

— GOVERNMENT

— SCIENTIFIC

— INDUSTRIAL

☒ TRANSPORTATION

— MILITARY

— OTHER:

4 OWNER OF PROPERTY

NAME

Maryland State Highway Administration

STREET & NUMBER

301 West Preston Street

CITY, TOWN

Baltimore

— VICINITY OF

STATE

Maryland

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

— FEDERAL — STATE — COUNTY — LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES	1824	BUILDER/ARCHITECT	Jabez Kenney
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STATEMENT OF SIGNIFICANCE

The Devil's Backbone Bridge is significant for its architecture, as an example of the engineering abilities of early 19th century bridge builders and for its contribution to commerce and transportation from 1824 to the present.

Architecturally, the structure represents a type of bridge which was used rather extensively in Washington County and nearby Franklin County, Pa. Outside these two counties which comprise the lower Cumberland Valley, stone arch bridges are not common. According to historians, stone arch bridges because of their greater durability were used for the National Pike at the insistence of the Maryland legislature. It is presumed that stone arch bridges were used on other major roads in the county for the same reason. Possibly the use of stone for bridges is parallel to the extensive use of stone as a building material for houses and barns and other structures during the early 19th century in the Cumberland Valley. The stone bridges, most of which were built between 1820 and 1850, do appear to reflect a major architectural trend in Washington County. This bridge said to have been built in 1824 is relatively early, being one of the first structures completed after the 1819 five-arch bridge which carried the National Pike across the Conococheague Creek.

The bridges provide evidence of the engineering abilities of the bridge builders. Accommodating traffic of a much greater volume than they were designed to carry, the bridges, most of which are still in used in Washington County, are monuments to the engineering capabilities of the early 19th century bridge builders. This bridge is the only span in the county known to have been built by Jabez Kenney. The Lloyds of Pennsylvania, a bridge building firm, George and John Weaver and Silas Harry were responsible for most of the county's bridges.

Devil's Backbone Bridge is also significant for its contribution to commerce and transportation since 1824. Like many of Washington County's stone arch bridges, it was constructed near a mill where a fording and bridge site had long been established. The mill in the vicinity of this bridge was Booth's Mill on the west bank of the Antietam. The bridge would have facilitated access and aided in transportation of goods to and from the mill. Grist milling was a major part of the economy in Washington County causing the mills to be important centers of trade as well as places for social gatherings. It appears that many of the early roads in the County were those that led to the mills and it was those roads which received the stone arch bridges.

WA-II-017

Devil's Backbone Bridge
Boonesboro vicinity
public (unrestricted)

1824

The Devil's Backbone Bridge is a single arch stone structure which carries Maryland Route 68 across Beaver Creek at Devil's Backbone near the site of Booth's Mill. The structure is built of coursed limestone with one large semental arch lined with carefully cut stone. The bridge has a high center, its walls rising to a peak over the arch. The parapets are topped with a concrete coping.

Although no records have been found which reveal the cost or specifications for this bridge, secondary sources claim it was built by Jabez Kenney in 1824.

Architecturally, the bridge is significant as an example of the type of bridges built in Washington County and nearby Franklin County, Pennsylvania, during the first half of the 19th century. This bridge is one of the first structures completed after the 1819 five-arch bridge which carried the National Pike across the Conococheague Creek. It is also the only known span in the county to have been built by Jabez Kenney. Accomodating traffic of a much greater volume than it was designed to carry, the bridge is a monument to the engineering capabilities of the early 19th century bridge builders. Devil's Backbone Bridge is one of six historic stone bridges--part of Maryland's state road system in Washington County, and one of 10 stone bridges throughout the entire state road network--identified by the Maryland Historical Trust for the Maryland Department of Transportation in a jointly conducted survey which took place during 1980-81.

MARYLAND HISTORICAL TRUST WORKSHEET

MAGI #2206873317

NOMINATION FORM
for the
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

1. NAME				
COMMON: Beaver Creek Bridge on Route 68				
AND/OR HISTORIC: Devil's Backbone Bridge				
2. LOCATION				
STREET AND NUMBER: Route 68 at Mouth of Beaver Creek				
CITY OR TOWN: northwest of Boonsboro				
STATE: Maryland			COUNTY: Washington	
3. CLASSIFICATION				
CATEGORY (Check One)		OWNERSHIP		STATUS
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both		<input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
		Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered		Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)				
<input type="checkbox"/> Agricultural <input type="checkbox"/> Government <input type="checkbox"/> Park <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Private Residence <input type="checkbox"/> Educational <input type="checkbox"/> Military <input type="checkbox"/> Religious <input type="checkbox"/> Entertainment <input type="checkbox"/> Museum <input type="checkbox"/> Scientific				
<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____				
<input type="checkbox"/> Comments _____ _____ _____				
4. OWNER OF PROPERTY				
OWNER'S NAME: State Highway Administration				
STREET AND NUMBER: 300 West Preston Street				
CITY OR TOWN: Baltimore			STATE: Maryland	
			21201	
5. LOCATION OF LEGAL DESCRIPTION				
COURTHOUSE, REGISTRY OF DEEDS, ETC: none available				
STREET AND NUMBER:				
CITY OR TOWN:			STATE:	
Title Reference of Current Deed (Book & Pg. #):				
6. REPRESENTATION IN EXISTING SURVEYS				
TITLE OF SURVEY:				
DATE OF SURVEY: <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local				
DEPOSITORY FOR SURVEY RECORDS:				
STREET AND NUMBER:				
CITY OR TOWN:			STATE:	

WA-II-017

7. DESCRIPTION		
CONDITION	(Check One)	
	<input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruins <input type="checkbox"/> Unexposed	
	(Check One)	(Check One)
	<input checked="" type="checkbox"/> Altered < 50% <input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved <input checked="" type="checkbox"/> Original Site
DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE		
<p>This single arch stone bridge carries Maryland Route 68 across Beaver Creek at Devil's Backbone near the site of Booth's Mill in Washington County, Md.</p> <p>According to secondary sources the bridge was built by Jabez Kenney in 1824. No records have been found which reveal the cost or specifications for this bridge. The structure is built of coursed limestone with one large segmental arch lined with carefully cut stone. The bridge has a high center, its walls rising to a peak over the arch. The parapets are topped with a concrete ledge.</p> <p>Northwest of this bridge is a three-arch span over the Antietam, the Booth's Mill Bridge (WA-II-009), and Devil's Backbone County Park (Wa-II-036). Between the Antietam and Beaver Creeks is an unusual geological formation known as Devil's Backbone.</p> <p>This bridge appears to be in good to excellent condition and has received little alteration other than maintenance and the resurfacing of Route 68.</p>		

SEE INSTRUCTIONS

1-A

SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- ☐ Pre-Columbian ☐ 16th Century ☐ 18th Century ☐ 20th Century
☐ 15th Century ☐ 17th Century ☒ 19th Century

SPECIFIC DATE(S) (If Applicable and Known) 1824

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Phi- | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | losophy | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Science | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Art | Architecture | <input type="checkbox"/> Social/Human- | _____ |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Literature | itarian | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | <input checked="" type="checkbox"/> Transportation | _____ |

STATEMENT OF SIGNIFICANCE

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Devil's Backbone bridge is also significant for its contribution to commerce and transportation since 1824. Like many of Washington County's stone arch bridges, it was constructed near a mill where a fording and bridge site had long been established. The mill in the vicinity of this bridge was Booth's Mill on the west bank of the Antietam. The bridge would have facilitated access and aided in transportation of goods to and from the mill. Grist milling was a major part of the economy in Washington County causing the mills to be important centers of trade as well as places for social gatherings. It appears that many of the early roads in the County were those that led to the mills and it was those roads which received the stone arch bridges.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Hays, Helen Ashe, The Antietam and Its Bridges, New York: G. P. Putnam's Sons, 1910.
 Scharf, Thomas J., History of Western Maryland, Philadelphia: Louis H. Everts, 1882.
 Washington County Museum of Fine Arts, "Bridges: Our Legacy in Stone," Exhibition Catalog by Mary Vernon Mish and David T. Cottingham, August-September, 1965.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES				
CORNER	LATITUDE				LONGITUDE				
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"	°	'	"
NE	°	'	"	°	'	"	°	'	"
SE	°	'	"	°	'	"	°	'	"
SW	°	'	"	°	'	"	°	'	"

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

Quadrangle Name: Funkstown, Maryland

Quadrangle Scale: 1: 24,000

UTM References: 18.267140.439430

(John Hnedak additions, 1980)

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:

Paula Stoner Dickey, Consultant

ORGANIZATION

Washington County Historical Sites Survey

DATE

March, 1975

STREET AND NUMBER:

Court House Annex

CITY OR TOWN:

Hagerstown

STATE

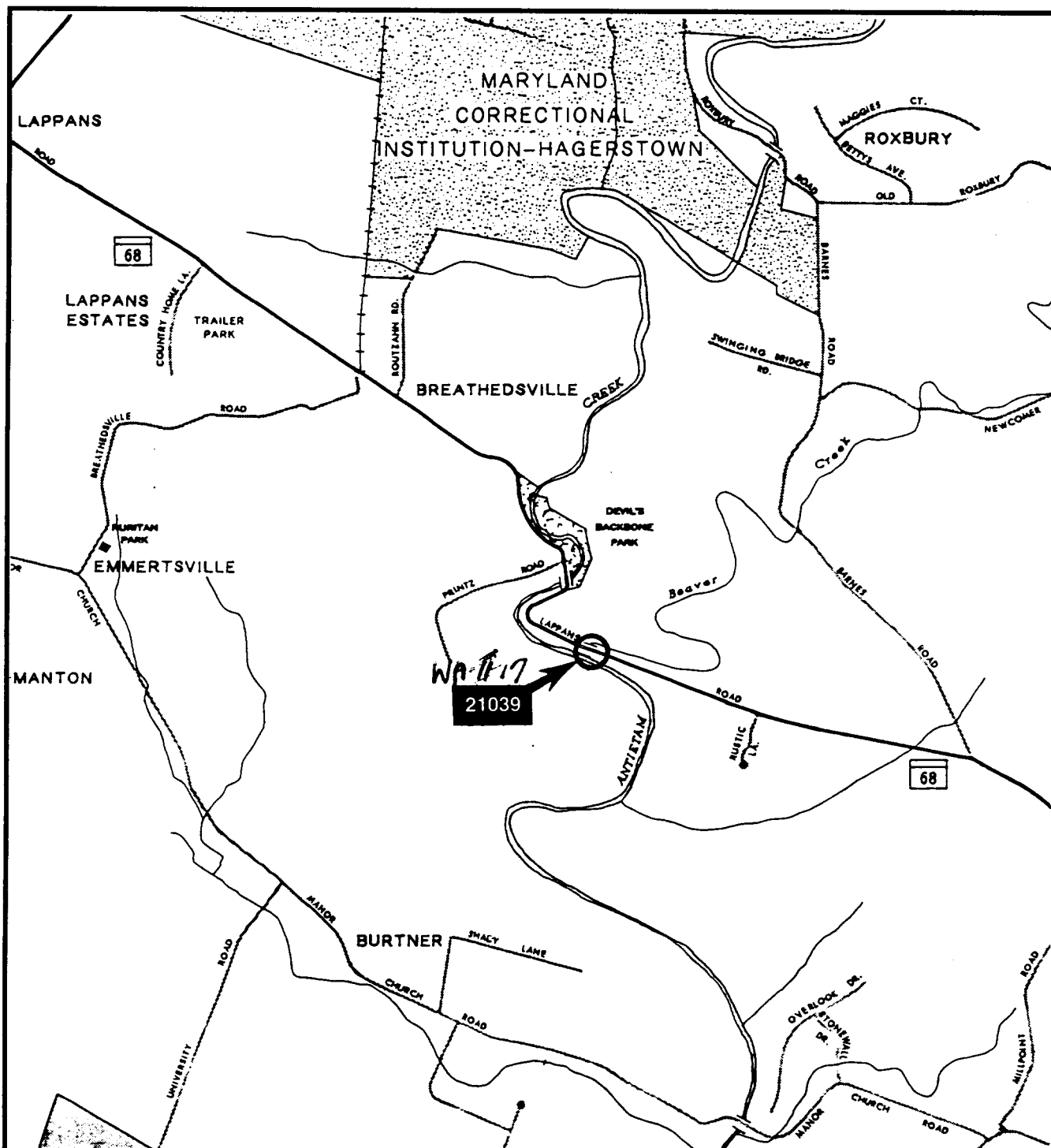
Maryland

12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:

National ☐ State ☐ Local ☐

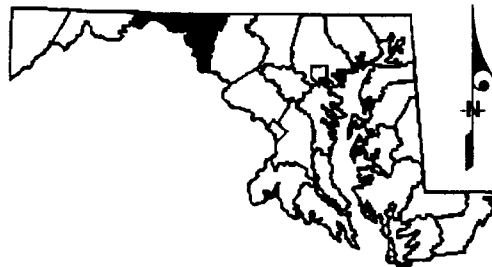
Signature

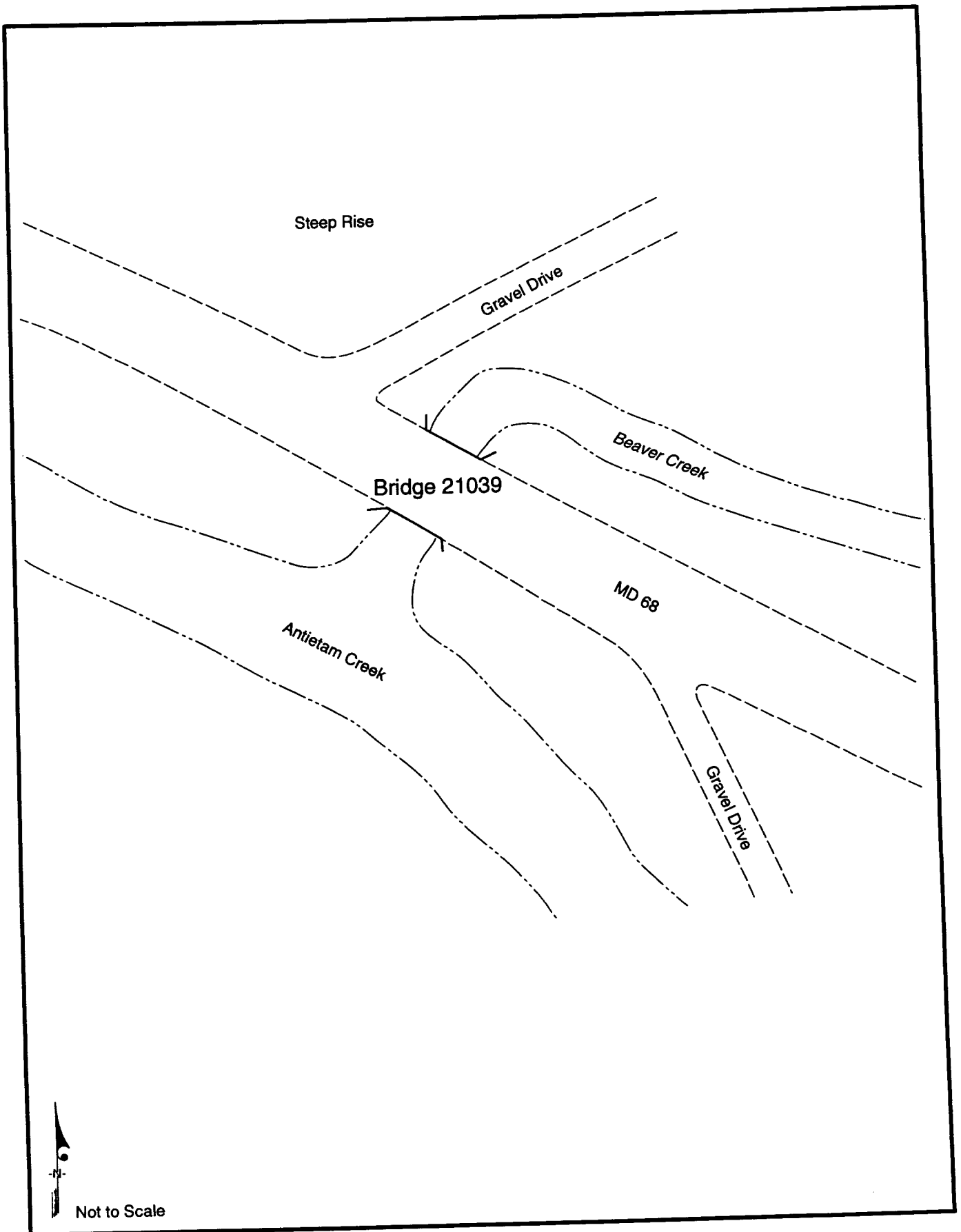


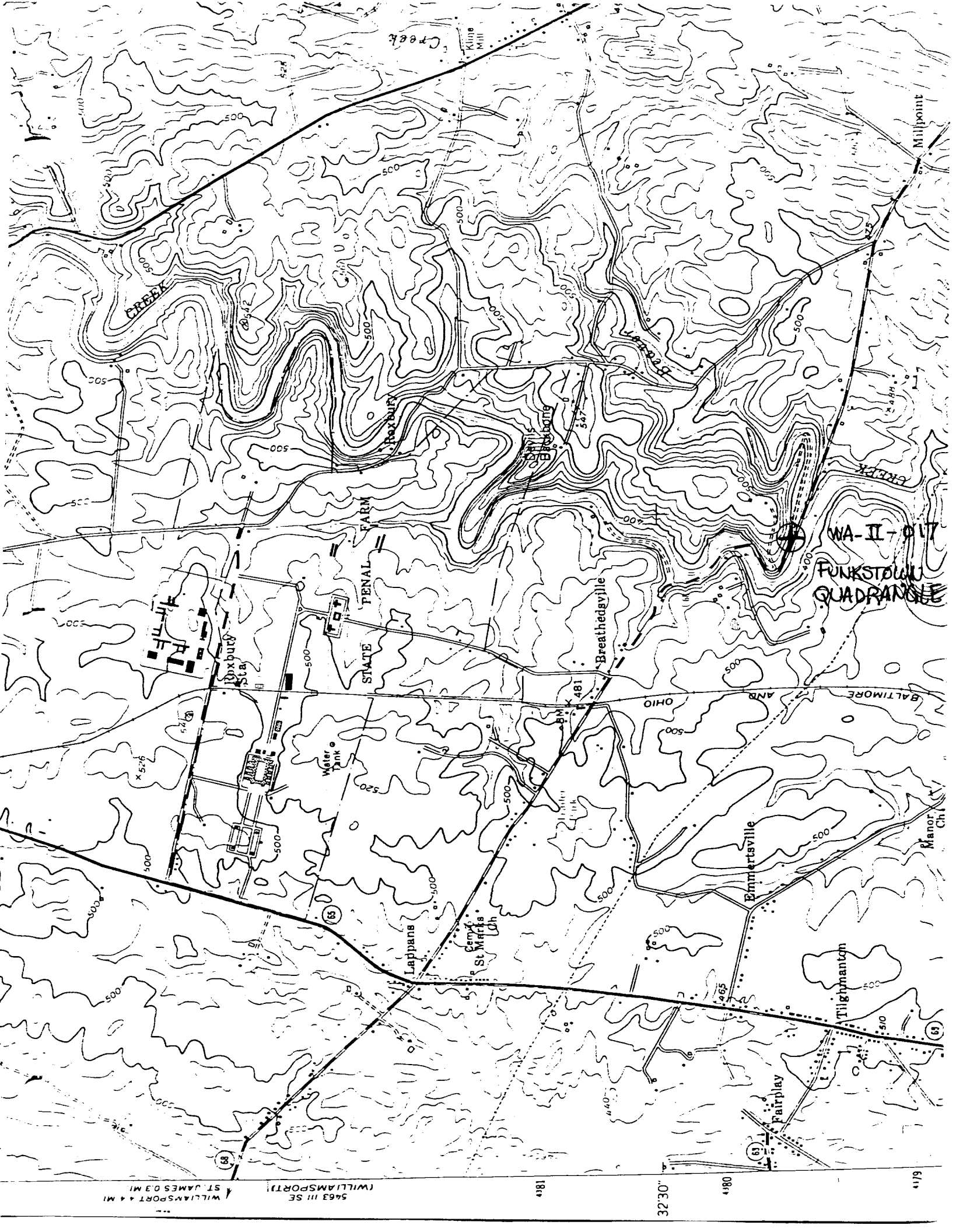
Washington County - Bridge Number 21039

MD 68 over Beaver Creek

Scale 0 1000 2000 feet
0 0.5 kilometer







5463 III SE (WILLIAMSPORT)
ST. JAMES 0.3 MI
WILLIAMSPORT 4.4 MI

481

32 30'

480

479



WA-II-017

Devil's Backbone Bridge (2102)

Washington County, Maryland

David Berg

8/97

Maryland State Highway Administration

East Elevation

1 of 5



WA-II-017

Devil's Backbone Bridge (21039)

Washington County, Maryland

David Berg

8/97

Maryland State Highway Administration

West Elevation

2 of 5



WA-2-517

Devil's Backbone Bridge (21034)

Nashington County, Maryland

David Berg

8/97

Maryland State Highway Administration

North Elevation

2 of 5



WA-# -017

Devil's Backbone Bridge (21039)

Washington County, Maryland

David Berg

8/97

Maryland State Highway Administration

North Elevation, Detail

4 x 5



VA-II-017

Devil's Backbone Bridge (21039)

Washington County, Maryland

David Berg

7/97

Maryland State Highway Administration

South Elevation

5 of 5









